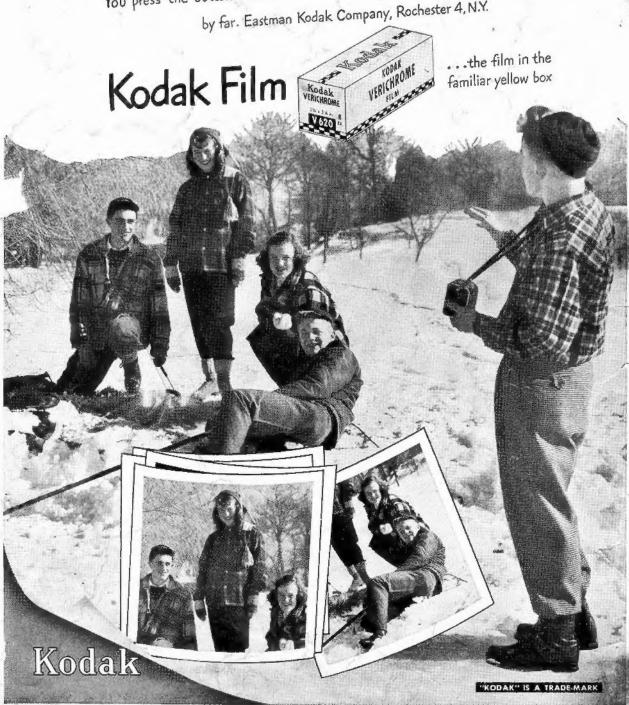
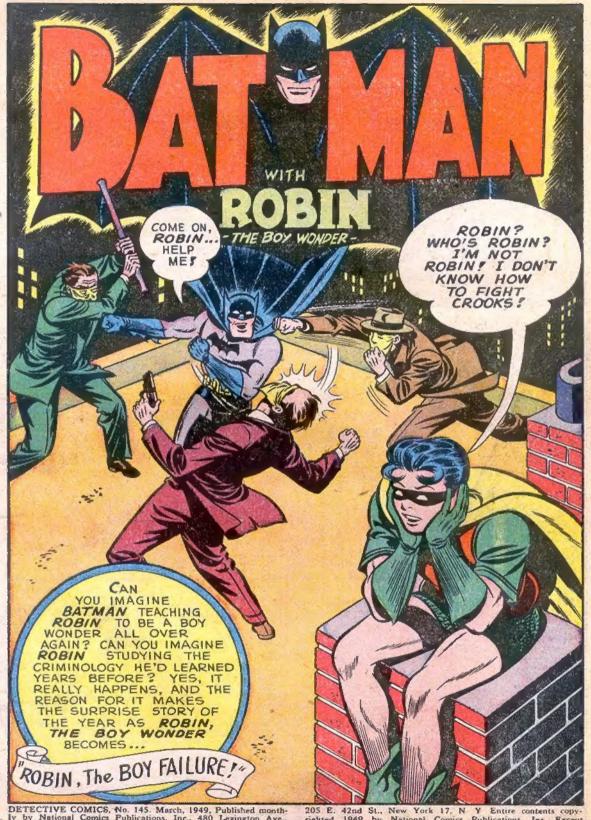


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GAMELY, YOUNG DICK GRAYSON BREAKS HER FALL, BUT THE IMPACT SLEDGE-HAMMERS HIM TO THE PAVEMENT...







ANXIOUS MINUTES PASS FOR BRUCE, THEN



AT HIM AS IF HE WERE A STRANGER!







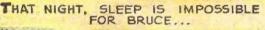






AND WHEN HE GUIDES THE BEWILDERED BOY BACK TO THE WAYNE MANSION ...















SUDDENLY, DICK TURNS AND SAYS ...

ABOUT

BATMAN...
BUT I NEVER
HEARD OF
ROBIN... HE DIDN'T
BECOME ROBIN UNTIL
A FEW DAYS AFTER
PARENTS
DIED:















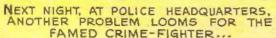






































SUMMONING HIS COURAGE, ROBIN SWINGS ... BUT HIS PUNCH IS INEFFECTIVE!

00F ... HAW! AND I THOUGHT MISSED! ROBIN COULD HIT! TELL BATMAN. BUT, GOSH, I'M SCARED!

AS THE THUG LEVELS HIS GUN, ROBIN AWKWARDLY TRIES TO STOP HIM...















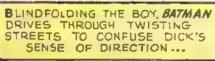
SEIZING ADVANTAGE OF THE SITUATION, THE THUGS ESCAPE. WELL, BUT THEY GOT AWAY! THEY FLED I'M TO. EMPTY-HANDEDI BLAME :













THEN, A UNIQUE SCENE OCCURS AS ROBIN, THE BOY WONDER BEGINS TO TRAIN TO BE ... A BOY WONDER!

IN A MOMENT, THEY STOP UNDER THE WAYNE MANS, ON - IN THE BATMAN'S SUBTERRANEAN RETREAT



ONCE AGAIN. ROBIN MUST LEARN TO PIT BRAIN AGAINST BRAWN:

> GOSH, SO THAT'S JUDD!

NOW I'M READY FOR BOXING

> LESSONS. HUH?

NOTE: WHEN YOU SEARCH A SUSPECT THIS WAY HIS AWKWARD POSITION MAKES A SURPRISE MOVE ON HIS PART ALMOST IMPOSSIBLE!

YOU DISARMED ME FASILY! NICE GOING

NEXT, ROBIN IS TAUGHT HOW TO USE HIS DEDUCTIVE POWERS ..



TIME PASSES QUICKLY, AND

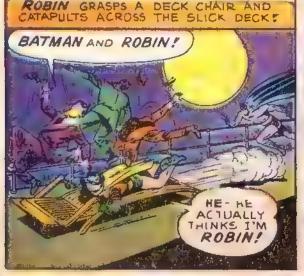
EACH NIGHT BRUCE AND DICK













FIGHT, THE CRIPPLED SHIP SUDDENLY

FISTS FINISH THE

AS BATMAN'S















CAN YOU GUESS BATMAN'S PLAN?





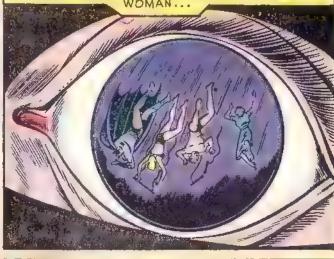


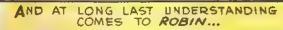
ABRUPTLY, TO ROBIN'S HORROR, BATMAN SLIPS AND ...



LOWERING HIMSELF QUICKLY TO THE GROUND, ROBIN IS ASTONISHED TO SEE ...







WHAT AM I DOING HERE? THE LAST THING I REMEMBER WAS CATCHING A WOMANT FROM A WINDOW ...

MY TRICK WORKED! ROBIN ... YOUR MEMORY 15 BACK!





IN SAVING THAT WOMAN. YOU STRUCK YOUR HEAD! YOU DIDN'T RECALL BEING ROBIN! I HAD TO JOLT YOUR MEMORY BACK TO MY MEMORY? NORMAL, SO I RIGGED UP THIS NET BEFORE-WHAT UP THIS ARE HAND AND PRETENDED YOU TALKING ME FALL LIKE YOUR ABOUT? PARENTS AND THAT WOMAN WOULD DO IT! AND IT DID!

AND HOW! SO ALL THAT SOMETHING STAND-IN FOR I'D LIKE MYSELF! GOSH TO FORGET! THAT MUST HAVE COMPLICATED THINGS ! END

AND ROBIN THRILLS IN STAR SPANGLED COMICS, BATMAN, AND WORLD'S FINEST COMICS MORE BATMAN



















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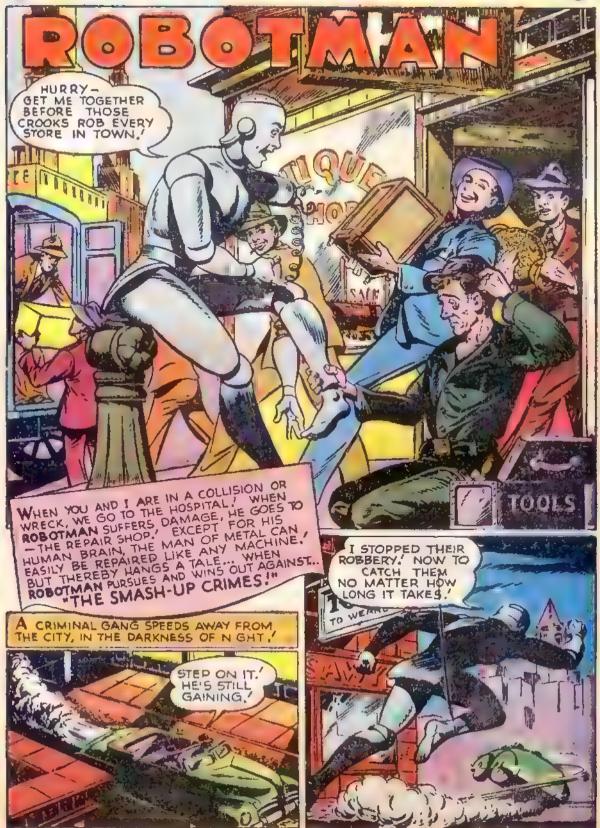
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BUT MOUNTAIN MIKE, CRIME BOSS, COMBINES BRAIN WITH BRAWN AND...













BUT THE FALL, FATAL TO ANY FLESH-AND-BLOOD MAN, HAS NOT SOUNDED THE DEATH KNELL OF THE ROBOT CRIME-CRUSHER.











































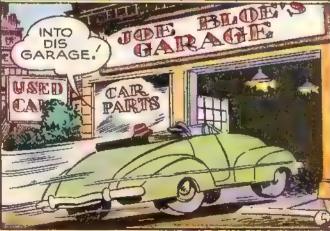
BUT DESPITE ALL HIS HANDICAPS, THE METAL MAN RECOVERS AND LEAPS TO THE ATTACK AGAIN.







BUT THE BANDITS, HOTLY PURSUED BY A LOCAL SQUAD CAR, SEEK A TEMPORARY HAVEN ...































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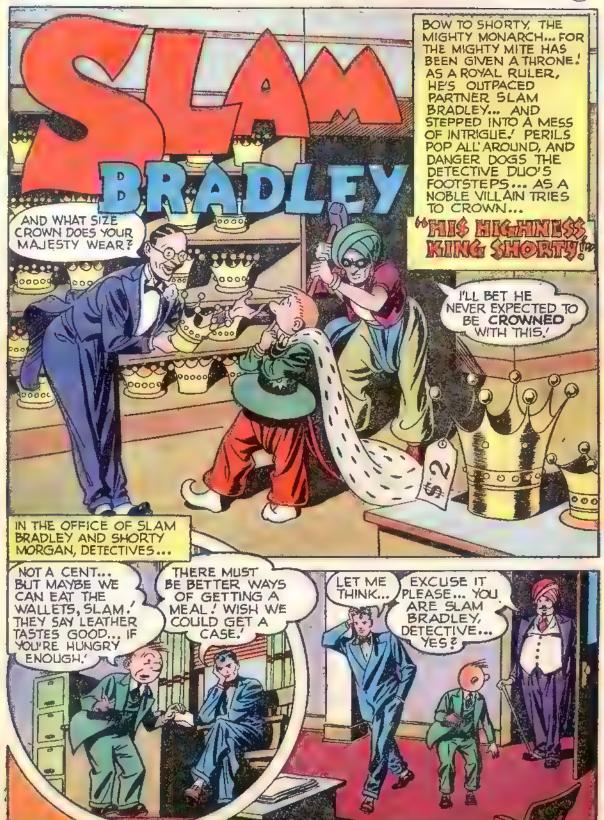
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ZONE\_\_\_STATE























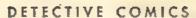






BUT AS THE SUBSTITUTE KING RETURNS TO THE ROYAL DWELLING...

































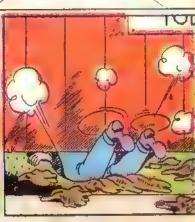






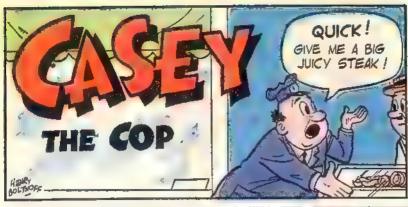




















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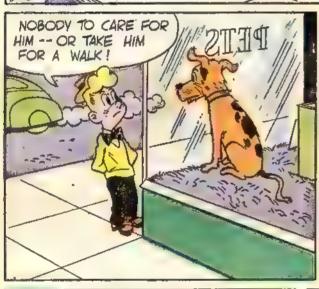
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WE are very matter of fact about mechanical progress in our twentieth century. An airplane flying high above us in the sky, a submarine below the ocean depths, giant telescopes and fleets of motor cars hardly cause us a moment's reflection on how these things came to be after ages of experimentation and progress.

The next time you see a picture of a great ocean liner which, incidentally, looks more like a mammoth hotel than a ship these days, you may like to think back on that liner's ancestors—a long line of ships that go so far back into time, we can only guess at how the first man conquered the element, water.

The Cavemen probably watched sticks and logs floating downstream on rivers. Ancient island tribesmen saw pieces of wood being washed ashore on their beaches. If those logs floated, why not try to straddle them? And thus, the first means of water transportation came about. Awkward, to be sure, but a first step in navigation.

Then, one of the brighter members of a tribe decided that a log would be more comfortable and sea worthy if it were hollowed out. These dugouts, as they came to be called, were made by building fires along the top side of huge logs, and then scraping the charred wood away with sharp stones or clam shells, until all but the ends of the logs were hollowed out. The result was a sort of log canoe, blunt on both ends, heavy, and still unwieldy.

These dugouts were anything but ideal as

a means of braving the deep. However, they represented a vast improvement over mere logs. In them, men could carry weapons and supplies and explore their neighboring territories by means of waterways.

But those ancient boat-builders didn't stop at their first crude attempts. Like men today, they wanted improvement—more speed, greater efficiency, and roomier vessels. So they kept on scraping their long canoes or dugouts thinner and thinner. They pointed the ends to cut the water with more ease. They then changed from using their hands as paddles to pushing with long poles. Next, they discarded poles for paddles, such as we have today on rowboats. This meant that they could travel over deep water. With poles, there always had to be a bottom that could be touched.

Our own American Indians came along with the frame and bark canoe. This was an answer to lighter craft and had probably been developed for centuries before the Indian canoe as we know it. It was a precarious craft at best, and one run-in with a rock, or a swift descent over treacherous rapids, and that was the end of the canoe and probably of its owner!

After frame and bark canoes came more logs—but now they were bound together in any desired length and width. After being lashed firmly together, they were covered with bark or skins, well smeared with pitch to make them water-tight, and thus were made buoyant and seaworthy.

Some of these seafarers were eighty feet long and manned by as many as twenty paddlers. Archaeologists have found remains of such craft in diggings in ancient river beds.

And right then trouble stepped in and spoiled the whole picture! Builders started turning out boats that were too big! The light framework and skin and bark covering couldn't support the loads. But the boat builders kept trying. They wanted larger boats and they wanted them strong and sturdy.

You might say the problem took the form of a battle between men and boats. There were countless wrecks and disasters. It seemed that man would have to give in and limit the length of framework watercraft to eighty or a hundred feet forever.

It would have been a bitter pill to swallow.

Man had progressed from plain logs to hollowed-out logs, to frame boats-and now he was stuck. When forward progress is blocked, it's often a good idea to go back and start all over again. And that's just what those olden time inventors did. They returned to logs to solve their problem. But this time they used the logs for lumber—stout heavy beams for framework, and solid planks to cover the sides.

These were the first real ships. Strong and sea-worthy, they were as long as 200 feet, carrying crews of 100 men and heavy cargoes of trade goods and cattle. Propelling these large craft by paddle was out of the question. Oars took the place of paddles. As ships grew larger, oars grew longer, often requiring twoor three men on each of a ship's fifty to eighty

Noble-looking and gallant indeed were these imposing ships of that day. The rythmic, hissing sweep of their rows of mighty oars was a thing to inspire awe and respect,

But they were failures!

oars.

From the standpoint of cool-headed marine engineering, ships had again run into an obstacle. It was this: Oars could not furnish enough power to propel still larger ships on long and stormy voyages. The answer was sails.

Sails had long been known as a source of

power, perhaps even the caveman in the dugout spread a crude skin to take advantage of a favorable breeze. But it was not until ships outgrew oars as a means of propulsion that mariners turned to sailing in all-out seriousness.

Mastering the wind was a slow process, and

when authentic records of ships found their way to the pages of history in 3000 B.C., sailing was still a rather hit-and-miss proposition. But from then on up until around 200 B.C., the Phoenicians and the Greeks more or less perfected the art, until their gay and many-colored sails adorned the ports and waterways of all the world of that time.

And for over two thousand years nothing more of real importance occurred in ship structure. The invention of the compass and the discovery that the world was round increased exploration and the shipping trade; ships grew still larger and men mastered completely the art of sailing. But ships still were made of wood and still used sails.

Then, in our own time, the shipping industry received a tremendous shock!

A few men here and there got the idea that ships could be propelled by paddlewheels harnessed to a steam engine. Of course the plan was called ridiculous.

But we all know what happened. In 1807 Robert Fulton demonstrated the first successful steamboat—and shipbuilding was again on its way to greater miracles of construction than man had ever dreamed of!

of iron (and later of steel) was another. Then came fuel oil, streamlining, gasoline engines. and a thousand other innovations and perfections, all leading up to our mighty ocean liners, the vast "floating hotels" of today. Time alone will reveal the surprises embodied in the vast possibilities of ships.

Practical "dreams" became realities. The

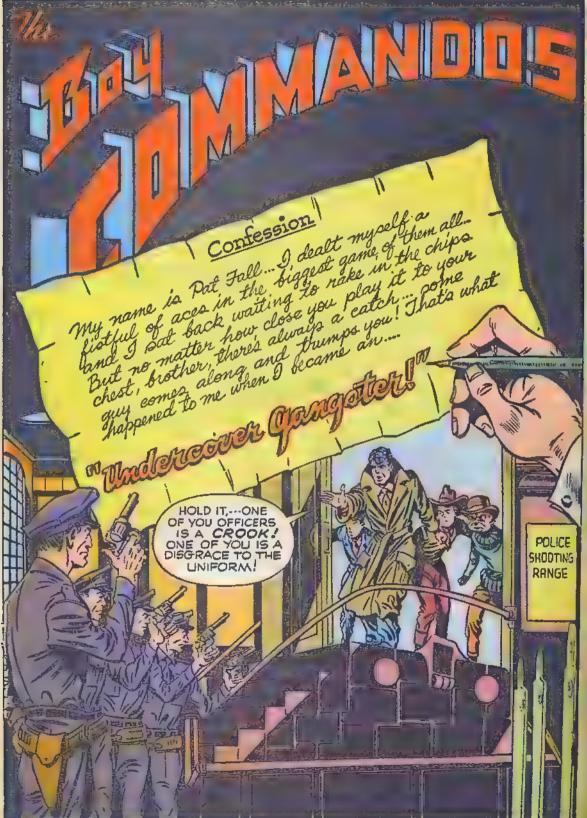
screw propeller was one of them. A ship made

But don't feel too bad for the poor caveman in his frail canoe of that dim long-ago past. The canoe you used on your last vacation wasn't much different from that of your hairy pre-historic brother!



















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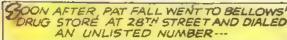












I'M IN, BOSS! TIN BADGE, SERVICE GUN AND SCOUT SUIT. I'M A COPPER!!

EXCELLENT! NOW
WAIT UNTIL YOU HEAR
FROM ME!!'M MOVING
MY OFFICE AGAIN TO
PREVENT THE POLICE
FROM SPOTTING IT!





#### "... A NOTED PHILANTHROPIST ..."

YOUR GIFT, SIR, WILL FINANCE A NEW BUILDING FOR THE ORPHANAGE! FAWNING IDIOT! FOR EVERY PENNY I DONATE, I POCKET THOUSANDS OF STOLEN DOLLARS!



#### ...A FUGITIVE FROM THE LAW .. GENIUS OF ORGANIZATION X ..."

BIG AL IS TRYING TO RUN THE COAST BUSINESS WITHOUT ME! REMOVE HIM AND HIS DOUBLE-

SURE BOSS! I'LL WIRE THE FRISCO MOB! IT'S AS GOOD AS DONE!



#### "...YET, ONCE I NEARLY WALKED INTO A DISASTROUS TRAP ...











PAT FALL SOON BEGAN TO FERRET OUT INFOR-MATION AT HEADQUARTERS AND RELAYED IT TO VAN MEER IN MANY WAYS ... FOR INSTANCE ---

BUT, OFFICER! I TELL IT TO THE JUDGE!
WAS ONLY HERE A HERE'S A PARKING TICKET!
COUPLE OF
AINUTES...
BUT NOBODY COULD
GUESS WHAT KIND
O OF TICKET!











































































WHEN CONCEALED BEHIND A PICTURE,













SO I SEE! I'D BETTER



















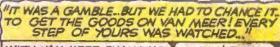
#### "WERE WE SURPRISED WHEN HE APPLIED FOR THE FORCE!"













"THEN, TODAY, IN THE CHIEF'S OFFICE, ANDRE SPOTTED SOMETHING! ANDRE, BY THE WAY, IS AN EXPERT ON EUROPEAN ART..."



#### "THAT'S WHEN WE DISCOVERED THE WIRING JOB YOU DID TO OVERHEAR OUR CONVERSATION..."







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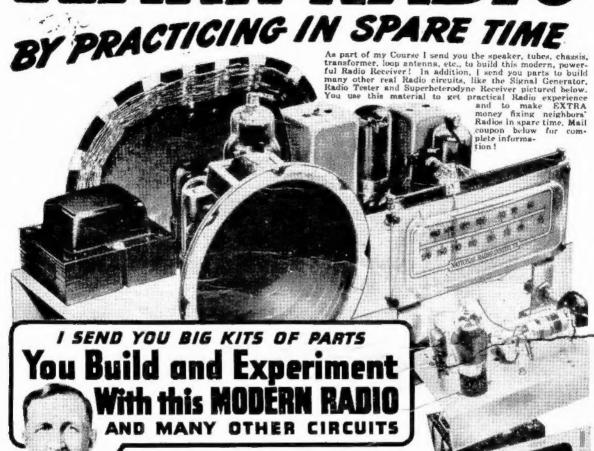
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